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INFORMATION REPORT

PREPARED AND DISSEMINATED BY
CENTRAL INTELLIGENCE AGENCY

COUNTRY

Hungary

SUBJECT

Freight and Passenger Train Service and
Railroad Yards at Györ and Hegyeshalom
*(description & number of locomotives in
use. Freight statistics by line.)*This material contains information affecting the
National Defense of the United States within the
meaning of the Espionage Laws, Title 18, U.S.C.
Sects. 793 and 794, the transmission or revelation
of which in any manner to an unauthorized per-
son is prohibited by law.

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2. All freight and passenger trains on the Budapest to Vienna line were hauled by electric locomotives with overhead trolleys. The Budapest to Hatvan line was converted from steam to electric in the summer of 1956. Steam power was used for switching freight cars in the yards. Most of these steam engines had been sent to Hungary by the US in 1949 to be used as scrap metal. However, because of the shortage of locomotives, the Hungarian railroads continued to use them to haul freight and for switching. They had four drive wheels and, consequently, were numbered in the 400 group. Prior to the conversion to electricity, some of the 400 locomotives had been used to haul as much as 2000 metric tons of freight. This, however, was on other lines in Hungary not in the vicinity of Györ.

3. The major electric locomotives used on the Hungarian lines are called the Kando, named after the man who designed and built them. There are 40 of them assigned to the line from Györ to Hegyeshalom, numbered 001 to 040. A newer electric locomotive had been built [redacted] in about 1955, having separate power units on four axles. [redacted] only about 15 of these were made and they were used only for short trips so the Soviets would have less opportunity to notice them and take them away from the Hungarians. [redacted] the new locomotive was called Boczo.

4. [redacted] number of trains passing through Györ daily:

- a. Budapest-Györ-Hegyeshalom: eight express passenger trains, 16 local passenger trains, 12 express freight trains handling also mail, four local freight and switching trains, and 16 thru trains.

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- b. Gyor-Szombathely: four express passenger trains, 20 local passenger trains, four express freight trains, and four local freight and switching trains (two incoming and two outgoing).
- c. Gyor-Veszprem: 20 local passenger trains, and two local freight and switching trains.
- d. Gyor-Sopron: six express passenger trains, 20 local passenger trains, two express freight trains and six local freight trains.

This made a total of 144 trains passing through Gyor every 24 hours.

5. There were specific tonnage limitations on the various lines in the Gyor area. However, in most instances, these maximums were rarely achieved. In pre-Communist times, nearly every Hungarian freight train was loaded to capacity. There are two possible explanations for this, one being that many freight cars were out of repair and simply were not available and, in the case of steam-powered locomotives, the brown Hungarian coal was of such poor quality that it did not give the locomotives proper power. The following tonnage limitations were in effect in 1956:

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a. Budapest to Hegyeshalom Line:

- (1) With electric-powered locomotives - maximum weight of 1400 tons or a maximum of 120 axles.
- (2) With steam-powered locomotives (prior to electrification) - maximum tonnage of 2400 tons or 150 axles. I estimate that all these trains on this line would average approximately 1300 tons.

b. Gyor to Tata Line: 1400 maximum tonnage.

c. Tata to Budapest (which included some steep grades): 900 maximum tonnage.

6. Percentage of various types of freight handled by the freight trains operating in and out of Gyor in 1956: coal - 30%, grain - 20%, building materials - 20%, fruit and vegetables - 10%, farm machinery - 5%, livestock - 5%, miscellaneous - 10%.

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7. Only the main lines in the Hungarian railway system were operated with electric block signals. This included the line from Budapest to Hegyeshalom. From Gyor to Szombathely there was a mechanically-operated block signal system. On the line from Gyor to Veszprem there was no block system at all. A train was not permitted to leave one station until the train ahead had signaled back that it had left the following station on the line. The same situation existed on the line between Gyor and Sopron. There was telephone and telegraph service between stations along the lines and also an electric bell code system. The conductor of the train which had stopped at a station would use this bell system to signal back to the previous station when his train was ready to leave.

8. Electric power for the operation of the railroads in the Gyor area was generated at a power station at Banhidan. This was a diesel generating station. There were three substations located at Torbagy, Nagyszentjanes, and Horvathkimle.

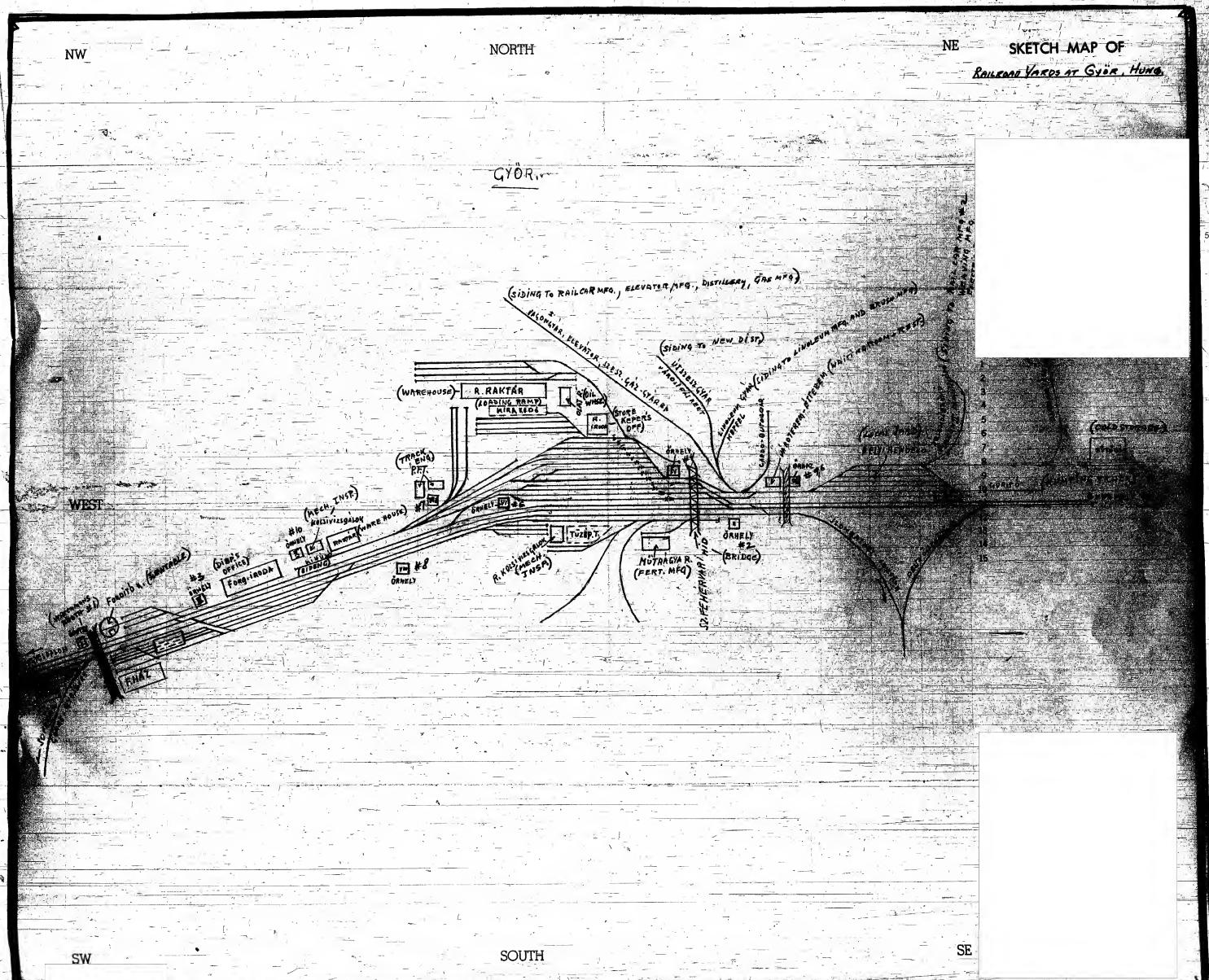
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NE SKETCH MAP OF
Railroad Yards at Györ, Hung.



NE SKETCH MAP OF
Railroad Yards at Györ, Hung.

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NORTH--

NE

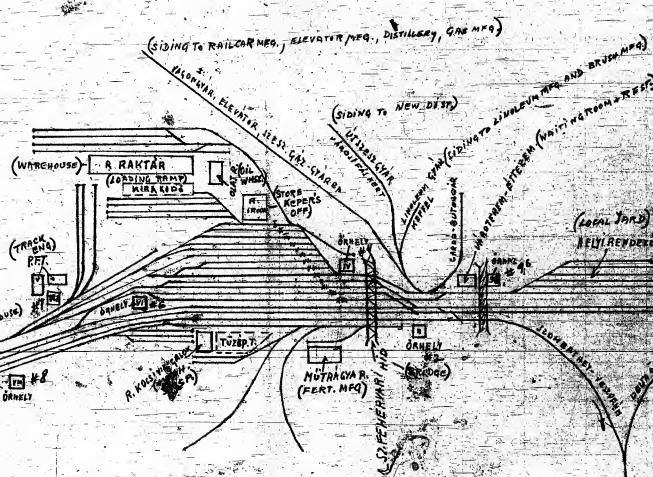
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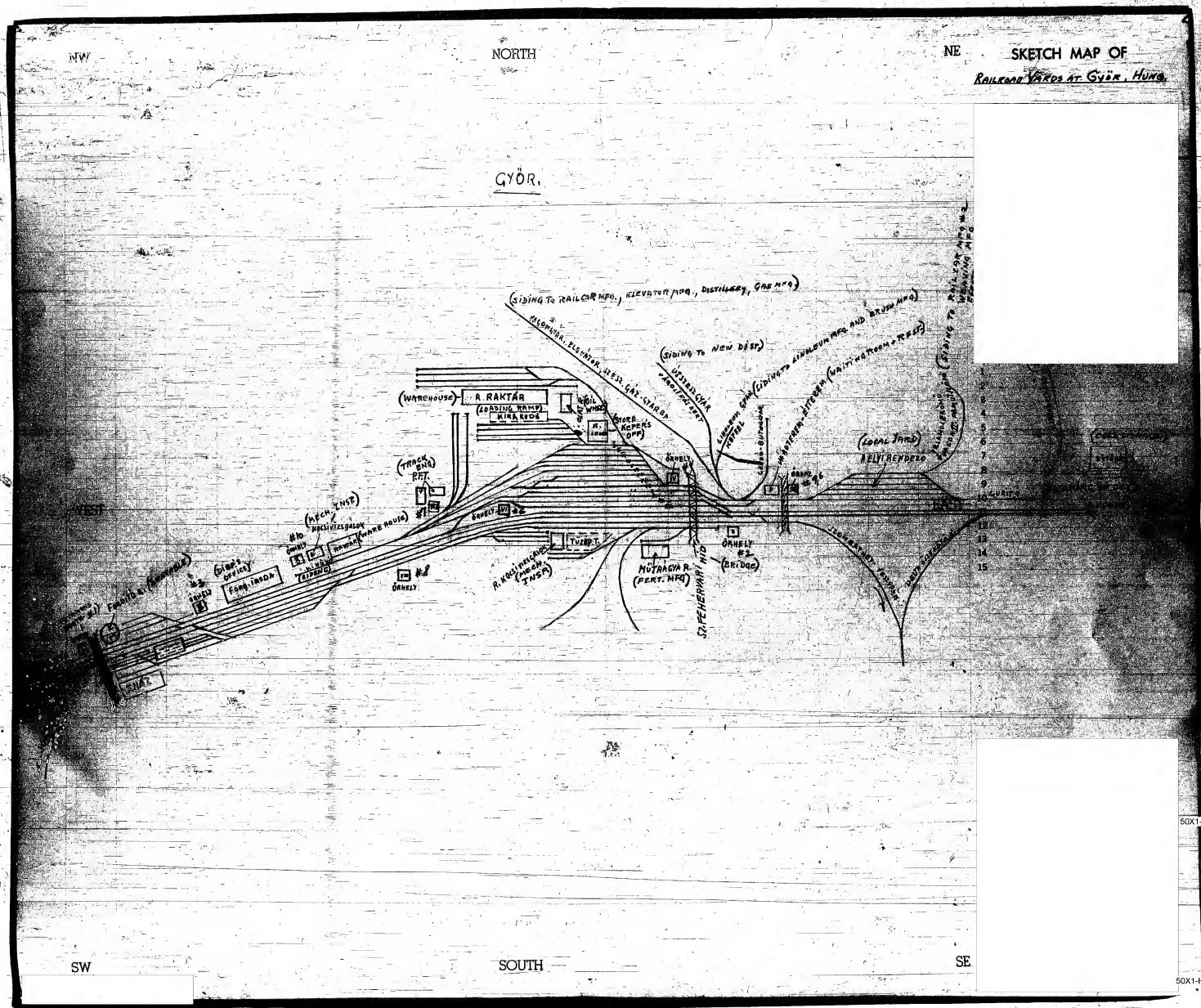
Railway Yards at Györ, Hung.

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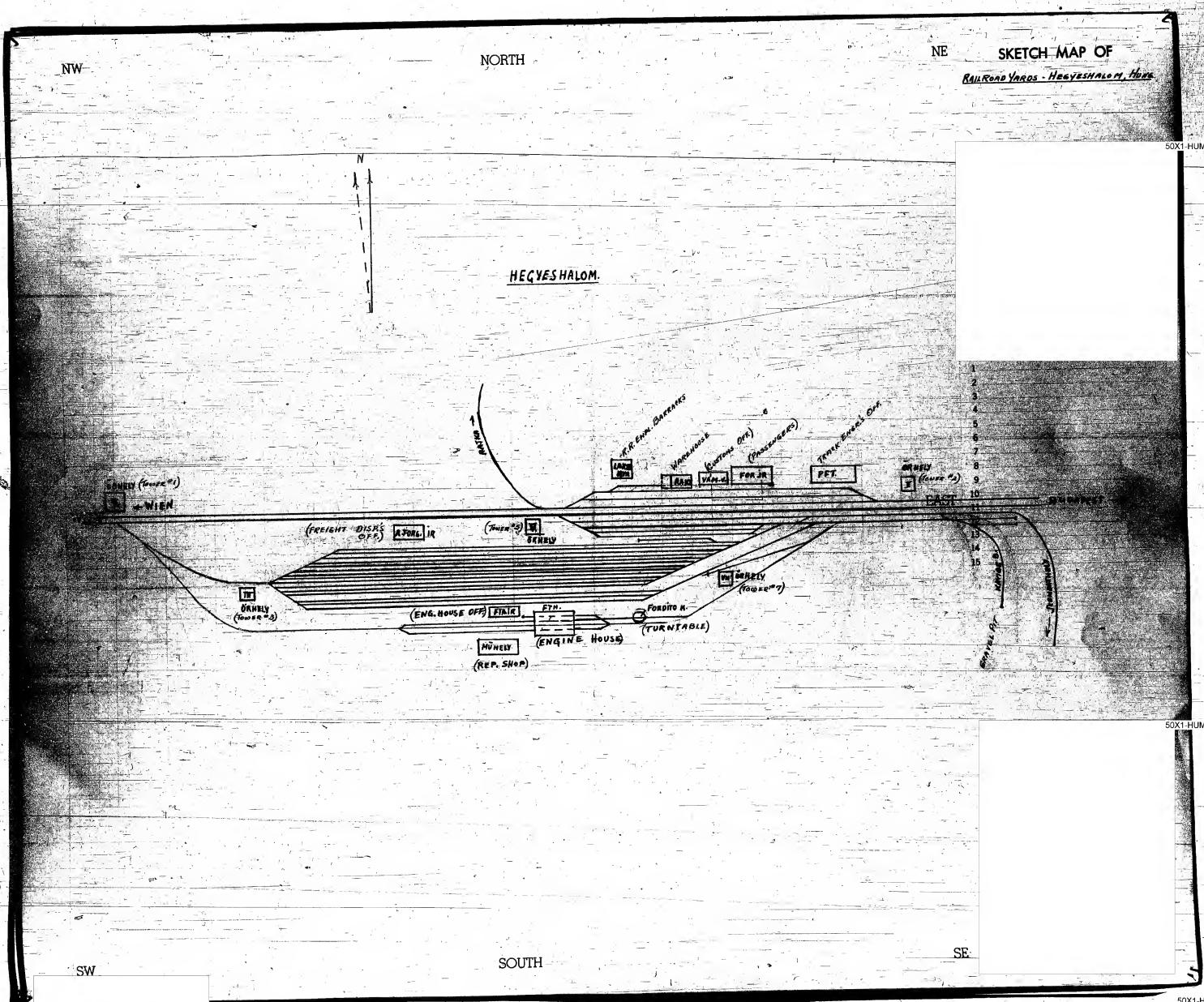


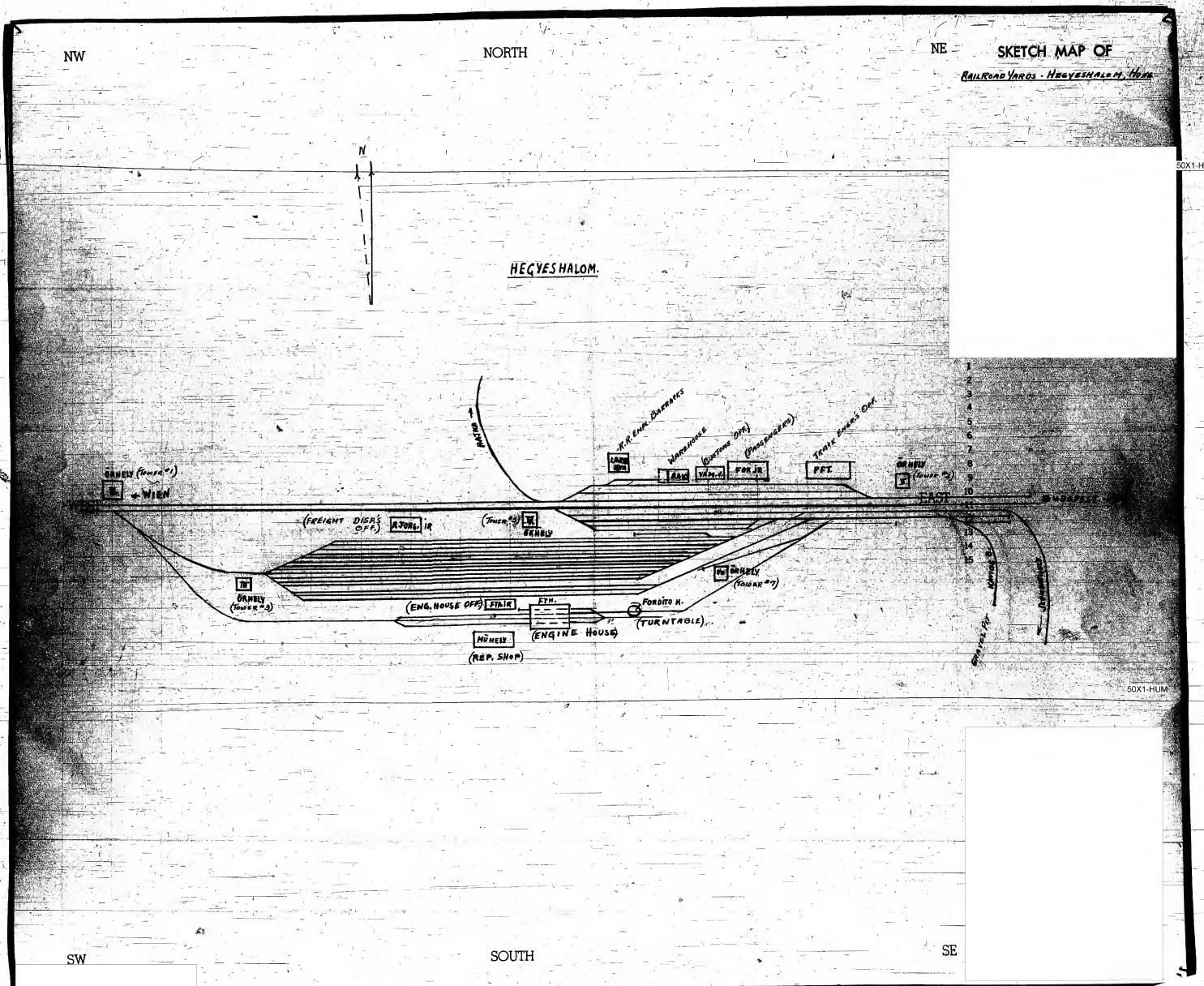
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NE SKETCH MAP OF
RAILROAD YARDS - HEGYESHALOM, HUNGARY

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NE SKETCH MAP OF
RAILROAD YARDS - HEGYESHALOM, HUNGARY

